

Historic Columbia River Highway Advisory Committee

September 11, 2002

Hood River Memorial Hospital

Hood River, Oregon

Members Attending:	Bill Pattison, Carolyn Wood, Kay Van Sickel, Wayne Stewart, James Hamrick, Jeffery Plummer, Jack Wiles, Sally Donovan, Jerry Igo, Mandy Cole.
Staff Present:	Jeanette Kloos.
Others Attending:	Sam Wilkins, Charlie Sciscione and June Carlson, ODOT; Scott Franklin, PacLand; Greg Hathaway, Davis Wright Tremaine; Diane McClay, OPRD; Gay Jervej, Mosier Alliance; Clint Wertz, Wasco County Planning; Erin Codazzi and Mrs. Flynn.

Bill Pattison, chair, called the meeting to order. The Advisory Committee approved the minutes of the June 18 and July 23 meetings as mailed.

Diane McClay presented the attached information from Erin Codazzi regarding a proposal for a memorial bench for Erin's father, Hugh Flynn, along the Hood River to Mosier section of the Historic Columbia River Highway State Trail. Diane said that the family had previously looked at Portland Women's Forum and Rowena Crest. The family proposed adding a bench to the overlook east of the Mosier Twin Tunnels. They cited Mr. Flynn's love of the gorge and his vintage Ford. They had contacted the mason that constructed the overlook to discuss costs. They would like a small plaque with a name and/or a quote. They are willing to discuss maintenance options.

Jack Wiles said that he would like to talk to Bibi Gaston (the overlook designer) before adding a bench to the overlook. He would be cautious of going beyond the original design.

The County Line overlook was discussed; it is part of the original construction for the HCRH and, therefore, even less likely to be an acceptable location for a bench.

Jack Wiles said that he has soured on plaques. Oregon State Parks Trust has a bench policy and has a contract with a bench maker. These have a small plaque.

Wayne Stewart asked if the proposal met the requirements of the

Monument Policy, particularly relevance of this person to the HCRH.

Carolyn Wood asked where benches are needed; it would be good to inventory where they are needed before deciding if this proposal is the correct place.

The AC agreed to set up a subcommittee consisting of Wayne Stewart, Carolyn Wood, Jack Wiles, James Hamrick and Jeff Plummer to consider the proposal further.

Later in the meeting Mrs. Flynn and her daughter addressed the Advisory Committee. They said that they were flexible and had no preconceived notions of what the design would be. They asked the Advisory Committee to give them advice. Mr. Flynn instilled a passion for the Gorge in his children; he enjoyed it as a place to relax. He often stopped on his way to or from fishing on the Deschutes River. They had looked for a place to memorialize him there, but did not find an accessible place. The family would like to enhance what has already been done. The inscription might be something like "to all those who enjoy the beauty of the Gorge."

MOSIER QUARRY AND RAINBOW PROPOSAL

Sam Wilkins said that a positive partnership has been developed between ODOT and the Mosier Alliance. Gay Jervey first mentioned the Rainbow Proposal a couple of years ago. Since the ODOT portion of the Mosier Pit is public property, it cannot just be given to the Mosier Alliance. A Request for Proposals has been advertised with a deadline for proposals of September 20. It is impossible to know who will get the lease of the Mosier Pit until the proposals have been received and evaluated. The Request for Proposals states that the proposed use must be something other than rock quarrying and it must be consistent with the City of Mosier and Wasco County ordinances.

Gay Jervey explained the Rainbow Proposal, stating that it is a concept, not yet a reality. The Mosier Alliance has been working on the concept, but no significant funding has yet been secured. Gay hopes that the proposals will be complementary to the Historic Columbia River Highway. The AmeriCorps team is removing invasive species within the Mosier Pit, removing 30-40 cubic yards of knapweed recently. ODOT had recently done work to restore damage from the 1996 flood on upper Rock Creek. The creek appears to be in excellent condition with willows growing well and salmon in the stream. Mosier has planted 2,500 trees and shrubs in the spring of 2002, reducing the water temperature of Rock Creek. The water well was buried in the 1996 flood; it was excavated and is producing 75 gallons per minute. It uses a different aquifer than the current Mosier water supply. It has not yet been tested to determine if it can be used for drinking water, but could be used for irrigation and fire

fighting. A solar pump is proposed. ODOT does have water rights for the well. Irrigation pipes that were no longer needed in the Mosier Interchange area have been moved to the Mosier Pit to help new plants become established. The existing shed has been painted dark blue (over the graffiti) and is being used to store plants and peat moss.

The Mosier Alliance is a 501 (3) (c) non-profit organization. The Rainbow Proposal would have the Alliance lease the Mosier Pit. Possible uses include low impact recreation, including camping and a primitive trail up to the waterfalls on Rock Creek. The existing shed could be used as a nursery for native plants, to be available for public and private plantings. This company could be a for-profit enterprise with employees. Trusses donated from White Salmon could be used as a greenhouse. (These are 1950s old growth Douglas fir.) The proposal includes energy generation, possibly either solar or micro-hydro power. Also, a primitive amphitheater could be developed. The proposed detention pond could allow Rock Creek room to flood and also provide a source of rocks during the dry season when it needs to be cleaned out. The detention pond is not visible from the Senator Mark O. Hatfield East Trailhead.

Jack Wiles asked the length of the lease. Sam Wilkins said that the length was negotiable. He mentioned that one side of the creek is OPRD property, while the other side is ODOT. ODOT will work with OPRD on the detention pond proposal.

Gay Jervey mentioned that during the Oregon Bicycle and Pedestrian Advisory Committee meeting in Mosier last month, a proposal was presented for an alternative bike and pedestrian access from Mosier, through the Mosier Pit, to the HCRH State Trail. This would use an existing haul road.

Jack Wiles asked if development of a Master Plan was a requirement of the Request for Proposals. Sam Wilkins said it was not in the RFP. Gay Jervey said that the Mosier Alliance would like to do a Master Plan. They have written proposals for grants to the Bullitt Foundation and the Meyer Memorial Trust; they are interested but no funding has been secured.

Jack Wiles asked if rock from cleaning out the detention pond could be used to fulfill the commitment to Hood River County for the East Pit. Sam Wilkins said that ODOT cannot give any rock to Hood River County from the Mosier Pit. Jack asked how Howard Houston's property fit into the picture. Sam Wilkins said that the access to the Howard Houston portion of the Mosier Pit was in the Court system.

Gay Jervey discussed the Mosier Fall Festival. Over 130 people enjoyed a ride along the HCRH State Trail in antique cars. These people, who were

mostly elderly and unable to walk the 0.8-mile to the tunnels, greatly appreciated the opportunity to see the area. Gay presented appreciation plaques to Sam Wilkins, Jack Wiles, Charlie Sciscione and the Trust for Public Lands. (The original property owners, including Beulah Hand, also received plaques at the Labor Day weekend festival. Jeanette Kloos also received a plaque at that time.)

COUNTRY CLUB ROAD TO HIGHWAY 35 PROJECT

Jeanette Kloos distributed the preliminary plans for the Country Club Road to Highway 35 project on the HCRH in Hood River. This project is mainly a pavement preservation project, but it does include two proposals that the AC should review.

First, two sections of Oak Street include retaining walls with single pipe railings. The northern one is a small wall that looks like a curb from the HCRH side. There is parking against this curb and the railing is hit by opening car doors. The south side retaining wall is much higher, with several sets of steps down to the HCRH level and no parking allowed. There is a small planting strip between the top of the retaining wall/rail and the sidewalk. There is a safety concern that these rails are deteriorating. The City of Hood River building inspector wants the new rail to meet the Uniform Building Code. This project does not need to replace the rail, but ODOT thought it would be a good safety enhancement to replace them. Sally Donovan described the existing situation as a mish-mash of different pipe sizes, installed at different times, from the 1930s to the 1950s and 1960s.

Robert Hadlow took a proposal to the City of Hood River Landmarks Board. The Board proposed a railing that had a single tube on top, another tube about halfway down, with vertical bars meeting the Uniform Building Code below the second horizontal rail (see drawing).

James Hamrick said that there is a provision in the Uniform Building Code that allows some leeway for historic properties. He asked if there is any evidence that the existing rail is unsafe? Sally Donovan said "no", but parents do not let their kids walk on that side of the road. Sally said that the City Landmarks Board would like to modify the railing that has been used elsewhere in the Urban Renewal area (see photo) for use in this residential area. James asked if eliminating parking was an option; Bill Pattison said it was not.

Bill Pattison requested that James Hamrick talk with Robert Hadlow to see if there was a solution that would meet all of the concerns expressed. James suggested a field review after the meeting.

The second issue is a 2-foot widening of the pavement that is proposed for

a 700-foot stretch of Cascade Avenue. The Advisory Committee said that this is not a problem, since it is within the area that will eventually be widened to three lanes, according to the Hood River Transportation Systems Plan cross-section, which is included in the draft Programmatic Agreement negotiated for this section.

HCRH AC ORGANIZATION

The Advisory Committee members elected Bill Pattison Chair and Wayne Stewart as Vice Chair. It was suggested that the Historic Columbia River Highway Program document might need to be updated.

WAL-MART SUPER CENTER - HOOD RIVER

Scott Franklin and Greg Hathaway discussed the latest proposals for the intersection of the Historic Columbia River Highway (Cascade Avenue) and a relocated Country Club Road, to accommodate traffic associated with a proposed Wal-Mart Super Center on Country Club Road in Hood River. The attached letter was sent to the Advisory Committee on September 10. It includes features requested at the July 23 HCRH AC meeting, including extending the streetscape to the I-84 ramps, removing the interpretive area and existing Country Club Road pavement, changes in the depth of the stormwater detention area and added pedestrian amenities. The major change is the addition of a right-turn lane from eastbound HCRH to Country Club Road. This helps meet ODOT mobility requirements. Also included in the letter is a proposed amount for the mitigation fund. Scott Franklin said that the new proposal had virtually identical amount of hard surface area as the previous proposal. If you do not count the Country Club Road pavement removal, there would be a 16% increase in paved area. The amount for the fund is proposed to be increased by 16% from \$40,000 to \$46,500.

Bill Pattison said that there is a timeliness issue. Since the Advisory Committee did not receive the information until today and this subject is not on the agenda, the Advisory Committee will not take action on it today.

Wayne Stewart said that the Advisory Committee would like to reaffirm the position it took at the July 23 meeting. At that time the Advisory Committee accepted the proposal for a constant 3-lane section, in keeping with the cross-section in the City of Hood River Transportation Systems Plan (TSP). This is the Advisory Committee's recommendation to ODOT. This new proposal would change the geometry; this would change the question of mitigation.

Greg Hathaway said that he appreciated the willingness of the Advisory Committee to allow them to speak. They would like to have the issues resolved before the September 25 Public Hearing of the Hood River

County Planning Commission [note: postponed until January 2003], but they also want to have enough time to discuss the proposal and to talk it through. He would like the Advisory Committee to consider both the proposed mitigation and the needed additional improvement (right-turn lane).

Wayne Stewart, speaking for himself, personally, said that he had a hard time considering any width beyond the width included in the City TSP. The Historic Columbia River Highway is a rural, narrow road. There is a question of mitigation - how do you keep the special appearance? He believes it is inappropriate to widen; then it would look like an urban street.

Bill Pattison said that the concept that is included in the Hood River City TSP was hammered out over a long period of time with the city, county, ODOT and the HCRH AC. It goes back to the first Wal-Mart proposal over ten years ago.

Greg Hathaway asked if the right-turn lane was non-mitigatable? There was consensus around the table that it is. Jack Wiles said that it was difficult to say, since the proposal was just introduced today and needs more thought, but he would lean towards "Adverse Effect". He would prefer to go back to the TSP cross-section.

Scott Franklin said that the traffic study indicates that even if the intersection was at Fairview (Mt. Adams) a right-turn lane would be needed. Jerry Igo said that, if the intersection cannot handle the expected traffic from this development, perhaps something different needs to happen.

Greg Hathaway said they would like to explore additional ideas and would like to be on the HCRH AC agenda in the future. While he hoped to do this before September 25, he agreed that there needs to be an appropriate amount of time to address the issues.

June Carlson asked if they expected a decision to be made on September 25. Greg Hathaway said no; this was a presentation of testimony to the Commission and would probably be continued, with the record open for additional testimony for 3-4 weeks.

ANTIQUE CARS ON THE HCRH

Diane McClay reviewed the attached draft procedure for antique car events on the Historic Columbia River Highway and requested comments. She mentioned that this is just for the Hood River to Mosier section; no antique cars are expected on the Moffett Creek to Cascade Locks section. Diane said that one request had been received for a 2004 Model A or

Model T national conference. Jack Wiles said that he had received a lot of questions about why there is the "magical" 1949 cutoff date; there are "classic" car clubs where some people have vehicles that are older and some younger than this date and they would like to invite the whole club. Jeff Plummer suggested that the draft policy be posted on a web site so that many people would have access to it.

Carolyn Wood suggested that some communities might want to develop a package of events that could be a fundraiser. Mandy Cole said that information should be included in the policy that security needs to be the organizer's responsibility.

WARRENDALE TO MOFFETT CREEK

Wayne Stewart said that he had met in the field with John Gent, ODOT GeoTech, and Kevin Bracy. They had answered his questions about the south side alignment. Wayne now agrees that the south side alignment will not work.

Jeanette Kloos presented three drawings of potential railings on the McCord Creek Bridge. James Hamrick said that none of the designs was acceptable. Another option needs to be developed that includes some vertical element to give it more texture, such as a post at the columns. Wayne Stewart asked how we got to a metal railing, since the original elements included asphalt, concrete, wood and rock. He would like to see more continuity of materials. There is no metal except the new features (gates and railing in the catchment, etc.) James Hamrick said that new things should be different from the original, historic features. Wayne Stewart asked if the posts used for the gates could be considered. Carolyn asked if an arch length between the two shown could be considered. James said that he would work with the ODOT designer (Larry Bush) on this issue.

PROJECT UPDATES

Interpretive Sites and Signs

This project has been inactive while a new scope of work is approved.

Toothrock Trailhead Access Road

The Completeness Review document is available. The Forest Service is working to provide additional information to Multnomah County.

Vista House

Many of the AC members enjoyed a visit to Vista House on July 23. The exterior work is proceeding nicely. The basement has much more light with the skylights reopened. Fundraising is continuing for the interior work. James Hamrick noted that a future issue will be options to improve the ADA accessibility.

Millennium Legacy Trail Art Project

Nothing new to report.

Casino

An article in The Oregonian (attached) indicates that the Confederated Tribes of the Warm Springs have hired an architect.

ACTIVITY STATUS UPDATES

ODOT

Kay Van Sickel said that the study for a new Hood River Bridge will continue to the next level of study.

Charlie Sciscione said that the Port of Hood River OTIA project was not selected for funding.

Charlie Sciscione discussed the Crown Point Viaduct. Temporary repairs will be constructed once the bridge crews have completed all the work that needs to be done during the in-water work period (about a month). Wood helper beams will be placed where the concrete has deteriorated. The bottom of the sidewalk will be scaled where the bottom rebar mat has rusted. The vegetation in front of the Viaduct will pretty much hide the temporary repairs. The real problem is how to find funding for a permanent repair?

Charlie Sciscione talked about the HCRH Gutter project. \$600,000 is available to work on the gutters between Larch Mountain Road and Dodson. An additional \$600,000 is available to work on the pavement from Alex Barr Road to the east. Federal Highway Administration is doing the preliminary engineering for both improvements. The Open House in Corbett was not well attended. Someone asked why this project was being worked on now, when there are other safety problems that need to be solved, particularly the Job Corps turn? Charlie said that he was looking into widening on the inside of the curve. Widening may be a problem from the historic standpoint. James Hamrick asked about signing for bikes on the road? Jeff indicated that local bicyclists use Neilsen Road; could bicyclist be encouraged to take this route by signing?

Charlie Sciscione indicated that there had been some progress on noxious weeds. There is a new Memorandum of Understanding with the Forest Service that would allow chemicals to fight noxious weeds on Forest Service properties. Unfortunately, there are some people that believe a site-specific environmental assessment is still needed. Jerry Igo suggested that Charlie talk to Tim Butler.

Sam Wilkins discussed the Oregon Bicycle and Pedestrian Advisory Committee meeting, which included the suggestion for additional signing along the HCRH. He sent a request for "Share the Road" signs to Salem

and has received approval to put this "rider" on all existing bike signs. Also, signs are needed from US 30 to the Mark O. Hatfield East Trailhead; these will be added.

Sam Wilkins said that a Transportation Growth Management project will begin soon in Mosier. One of the issues is that he recently discovered that the right-of-way for the HCRH in Mosier is only 24-feet in one location, not the continuous 60-foot width previously assumed. Carolyn Wood agreed to attend the first meeting on this project on September 25.

OPRD

Diane McClay introduced Susan Lathrup, her "right hand" for the second year. Susan is a seasonal OPRD employee and hopes to become a full time employee.

MEMBERS ISSUES

James Hamrick asked about the railing on the County Line Overlook. He noticed many cracks. Diane McClay said she had also noticed cracks there and in the "s" turns. Sam Wilkins said there is a reason why ODOT moved away from the rock railings - they are hard to maintain. James mentioned that there do not seem to be many expansion joints. Charlie Sciscione said that a structure that small should not need many expansion joints. He wondered if this was caused by weather or settlement? James asked who should look into this? Charlie said that he would. Diane said that she could take photos.

James Hamrick said that the Cultural Trust will have a regional summit in The Dalles the week after this meeting. Information can be found at www.culturaltrust.gov.

James announced that Jeanette Kloos will be attending the National Trust for Historic Preservation conference to receive the Honor Award for the HCRH AC, thanks to funding from SHPO. Chris D'Arcy will also be attending the conference, courtesy of SHPO.

Jeff Plummer asked if there was any news on the old Corbett School site? No one knew of anything. Jeff also asked if there was any change on the Ruthton Point ownership issue; no. There is a lot of duff and graffiti there.

Wayne Stewart presented the attached information about Westcliff Drive. He proposed landscape enhancement, including the addition of a vertical element (trees). The wide driveway could be narrowed to distinct access points. James Hamrick said that these look like good suggestions. This should be included on the next agenda for discussion.

Bill Pattison said that he had visited Ruthton Park. This looks like a good

possibility for the termini of the Mitchell Point to Hood River section.

**[The next meeting is November 6, 2002, at the Columbia Gorge
Discovery Center, in The Dalles.]**